



ORIGINAL

L A S H L Y & B A E R , P . C .

May 21, 2002

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VIA FACSIMILE – 1-217-785-7404

RECEIVED  
MAY 23 2002

CORRESPONDENCE

Illinois Commerce Commission  
RAIL SAFETY SECTION

Mr. Rodney Bergeron  
Railroad Safety Specialist  
Crossing Warning Devices  
Illinois Commerce Commission  
Transportation Division-Railroad Section  
527 East Capital Ave.  
Springfield, Illinois 63701

Re: **Bi-State Development Agency**  
**Petition for Exception to the Horn Sounding Requirements**  
**Case No. 02-0036**

Dear Mr. Bergeron:

By e-mail dated May 16, 2002, you indicated that the Form 3 speeds for two particular MetroLink crossings in St. Clair County, Illinois are inconsistent with testimony provided by Darrel Gibbs at the hearing on May 15, 2002. At issue are the crossings located at Martin Luther King Drive (USDOT 917320L) and Old Caseyville Road (USDOT 917347V).

With respect to the crossing at Martin Luther King Drive, pursuant to correspondence from Michael E. Stead to Melvin Clark, dated June 13, 2001, a copy of which is enclosed, the Illinois Commerce Commission approved a revision of the eastbound (Track 2) approach and operating notes which would allow trains to accelerate up to 55 m.p.h. Thus, Mr. Gibbs' testimony is consistent with information previously filed with the Illinois Commerce Commission regarding this crossing.

With respect to Old Caseyville Road, the amended Form 3 that was previously filed indicates the maximum speed on Track 2 in an eastbound direction is 55 m.p.h. and on Track 1 in the westbound direction is 55 m.p.h. The normal operating procedure at Old Caseyville Road, as with all other crossings in St. Clair County, Illinois, is for trains to operate on Track 2 in an eastbound direction and on Track 1 in a westbound direction. Mr. Gibbs' testimony at the hearing was based on this standard operating procedure.

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Mr. Rodney Bergeron  
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Thus, I do not believe that there is a conflict between Mr. Gibbs' testimony and the Form 3 that is on file with the Illinois Commerce Commission.

Please review both of these matters. If you have further questions regarding either of these two crossings please do not hesitate to contact me.

Pursuant to your request, by separate letter, I am sending to you a copy of the Metrolink Operations manual dated March 2002.

Very truly yours,

A handwritten signature in dark ink, appearing to read 'JCH', followed by a horizontal line.

James C. Hetlage

JCH//mkv

Enclosures

## STATE OF ILLINOIS

ILLINOIS COMMERCE COMMISSION  
TRANSPORTATION DIVISION / RAIL SAFETY SECTION

Michael E. Stead

Rail Safety Program Administrator

RECEIVED

JUN 18 2001

June 13, 2001

DIRECTOR  
RAIL SYSTEM

Mr. Melvin Clark  
Division Director Rail Systems  
707 N. First Street  
St. Louis, MO 63102-2595

Dear Mr. Clark:

This will acknowledge receipt of your Company's Form 1 Petition and Form 2 notice concerning the Bi-State Development Agency at grade crossing listed below.

DOT No.	Street	City	Date Received	Changes
917 320L	Martin Luther King Avenue	East St. Louis	June 12, 2001	Revision of eastbound track 2 approach and operating notes which would allow trains to accelerate up to 55 mph.

We have no objection to the proposed change as long as Bulletin No 13-01 effective date May 3, 2001 stays in effect.

Very truly yours,

Michael E. Stead  
Rail Safety Program  
Administrator

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Statement, attached to and part of an application for permission to make a major change in crossing protection or to install new protection, under 92 Ill. Adm. Code 1535.400(d).

1. Name of Railroad Company Bi-State Development Agency
2. Crossing Number 917 347 W
3. Village or City Belleville, IL
4. Name of Street or Highway Old Cassville Road
5. Public Agency Maintaining Highway City of Swansea, IL
6. Protection now established: (Give full description. Indicate the hours of any manual protection.)  
In construction, plans and approach starts and cab signal "control lines" provided as attached or via email. AFLS with gates. Automatic protection devices, including MUTCO compliant crossing gates, cantilevers (with back-flashers), Train Operator gate functioning indicator (lunar), bells. Rubberized surface crossing pavement.
7. Protection desired: (Give details)  
(as #6)
8. Number of main tracks 2 Other tracks 0
9. Number of passenger train movements: 6 a.m. to 6 p.m. 146 6 p.m. to 6 a.m. 56
10. Number of freight train movements: 6 a.m. to 6 p.m. 0 6 p.m. to 6 a.m. 0
11. Approximate number of switch movements: 6 a.m. to 6 p.m. 0 6 p.m. to 6 a.m. 0
12. Maximum speed of trains at crossing on each track in each direction  

Track 1 N/E Bound	<u>45*</u> mph	S/W Bound	<u>55*</u> mph
Track 2 N/E Bound	<u>55*</u> mph	S/W Bound	<u>55*</u> mph
Track 3 N/E Bound	<u>N/A</u> mph	S/W Bound	<u>N/A</u> mph
13. Passenger platforms served by tracks within the limits of track circuits, if any 0
14. Where automatic signals or gates are proposed, approximately number of train or engine movements daily which would cause false indications or operation 0

\* Rules 003.17, 003.18, 004.02, 004.30g, of the MetroLink Operations Rule Book and Bulletin 9-01